PROJECTED WORKS.—Advertisements have been issued for tenders, by a date not specified, for the erection of gas works at Cremorne-gardens; by 30th inst., for the erection of a church at Radipole, Weymouth; by 24th, for the erection of a parsonage-house and offices at Sturry, Kent; by 23rd, for a manager's house and offices at the Consumers' Protective Gas Company's works, Woolwich; by 24th, for upwards of 300 squares of British plate glass ¼-inch thick, and for fixing same (separate tenders), for the new Market-place, Great Grimsby; by 1st May, for the erection of a building in the Walworth Villa Estate, Walworth-common, for the parish poor; by 18th inst., for the building and fitting of cells for reception of prisoners at the County-hall, Southampton, and for other works appurtenant thereto; by 16th, for putting down about 3,900 feet of new pavement and 900 of kerb at Romsey; by 27th, for the enlargement and internal alteration of St. Nicholas Church, Worcester; by 9th May, for the erection of a training and middle school at Saltley, near Birmingham; by 14th May, for paving and repairing carriage-ways and foot-ways in St. Clements Danes parish, and providing materials for same, for one year; by a date not specified, for making and completing a road, about 266 yards long, and 20 feet 6 inches wide, within three miles of the Post-office; by a date not specified, for laying down a tram-road at the City-road Basin; by 16th, for the supply, at per ton, of 600 14-inch main pipes, 9 feet long, for the London Gas-light Company's works at Vauxhall; and by a date not specified, for the construction of wharf walls in Wallasey Pool.

THE NEW PRINTING PRESS AT PARIS.—Mr. Gray, of the *North British Advertiser*, has visited Paris expressly on purpose to see this machine, and the result appears to be not only an order to M. Worms, the inventor and patentee in England as well as elsewhere, for the first of its kind, to print the *North British Advertiser*, but a confident belief on the part of Mr. Gray, that a new era in printing is opening on us through its aid, the one great peculiarity in which, besides a concatenation and simplification of various other processes, is "letterpress printing in the web." From Mr. Gray's interesting detail of its construction, we gather a few more precise particulars than those already given. The machine does not *separate* the sheets when printed—as they are, on both sides, almost simultaneously—but only partially divides them, so that the folder's work is greatly facilitated, as it also is by a crease produced for the folding. The web is carried off as it went on, only in any required length or portion. The stereotype mould consists of several layers of paper and paste, the latter thickened with a little Spanish whiting. The type form stands on a hot iron plate, and partially dries the mould, which is then laid within a hot semicylinder, where it is dried into a semicylindrical form in two or three minutes, and has another and concentric semicylinder fixed above it, so as to leave a uniform thickness of semicylindrical space, which is filled in with the fluid metal after the mould has been placed in the casting trough—another half cylinder. Two of the stereotypes are of course placed edge to edge on the printing cylinder, from which to print. To obtain an *end* view of this machine, says Mr. Gray, take a half-crown piece, and with the point of a lead pencil make eight circles on or round it, at a short distance from each other. On the *first*, to your *left*, write "*Roll of Paper*,"—on the second "*First Form of Types*,"—the third "*First Impression Cylinder*,"—fourth "*Second Impression Cylinder*,"—fifth "*Second Form of Types*," sixth and seventh "*Cutting and Creasing Cylinders*,"—and eighth "*Receiver*." This rough idea, as Mr. Gray remarks, gives the whole of the end view, minus the inking apparatus, which is not new.

ELECTRO-TELEGRAPHIC PROGRESS.—At the end of 1849, the telegraph was in complete operation on the road from Vienna by Almütz to Prague, a distance of 279½ miles; by Brünn to Prague, 249 miles,—to Presburg, 40½,—to Oderburg, 173½,—to Trieste, 325 miles. The line from the capital to Salzburg, by Linz, will be shortly finished, and in a few months it is expected that from Prague to the frontiers of Saxony will be in operation. The line from Vienna to Munich is likewise in activity, and since 10th Jan., the *Gazette d'Augsburg* has published the course of Exchange in Munich 20 minutes after it has been declared in Vienna.——With us the progress is still in the wrong direction. The London and North-Western Railway Company, it is said, have lately received an official order from the Electric Telegraph Company immediately to discontinue the use of Messrs. Brett and Little's telegraph, erected on their line of railway, otherwise a bill will be filed in Chancery against them, and an action urged for recovery of damages for invasion of patent; but hinting at an amicable arrangement. The North-Western, however, in place of desisting from their purpose, are said to have given orders to Messrs. Brett and Little to lay down their telegraph forthwith on a new portion of their line between Clapham and Boulton-le-Sands, a length of 14 miles. Moreover, in place of the Telegraph Company being entitled, as they virtually claim, to the exclusive use of electric currents in telegraphic communication, a question in law has been started, namely, whether the power of their patent extends over any other sort of telegraph than one transmitting intelligence "through *metallic* CIRCUITS," as their own, it is alleged, is expressly described in their patent. It is feebly urged that a metallic semi-circuit is not a metallic circuit, and that the earth, which constitutes one-half of the usual circuit now at least in telegraphs, cannot be said to be the half of a metallic circuit, or to constitute, together with the transmitting wire, a metallic *circuit* at all. It remains to be seen what the lawyers and the judges will make of such a 'flaw' in the monopolite patent, if such there be. The Telegraph Company, we are sorry to repeat, appear, at all events, to have committed themselves to a wrong course altogether, in place of at once giving head to the public discontent with their mode of management.

FALL OF A WALL: COMPENSATION.—Our readers may recollect the fall of a wall at the Hadleigh station of the Eastern Union and Hadleigh Junction Railway in September, 1847, on the eve of a regatta, and when much injury was done to a number of persons. One of the sufferers, a married woman, has just been awarded 100*l.* damages by a jury at *nisi prius*, although it was proved in evidence that the wall was strong enough for all ordinary circumstances, and that the cause of the accident was an extraordinary wind which occurred just as the wall was about finished, and which had rooted up trees and done other damage. The height of the wall from the ground, as given in evidence, was about 16 feet: 5 feet from the foundations was 14 inch work, and above that it was contracted to 9 inches, with a pier at the end, and piers intervening, 15 feet apart from centre to centre, making interspaces of 9 inch work. The piers were of 14 inch work, and went to the top of the wall,—the whole mass being thus bound together in panels from top to bottom. The brick and mortar were admitted to have been good. Walls of this description have been built on all the works, and have generally stood well.

THE PREMIER'S VISIT TO MANCHESTER.—During Lord John Russell's recent visit to the great cottonopolis—for the first time in his life, strange to say,—his lordship went, accompanied by Sir Benjamin Heywood, whom he had visited, to the iron works of Messrs. Nasmyth and Gaskell, at Patricroft, the works of Mr. Fairbairn, at Ancoats, and of course to some of the chief cotton-spinning and weaving-mills. At Nasmyth's the party were shown an immense steam-hammer (Nasmyth's patent) constructed for a house in New York, and the largest ever made: it falls with a weight of five tons, the entire weight of the machine being six tons. The action was shown upon another machine. Into a block of wood a nail was driven with blows not exceeding the weight of an implement wielded by the human hand; and then, with a single crushing stroke, the block of wood was shattered so that there was scarcely a fibre in it that clung together, and the nail flew out in all directions. They were next taken to a large machine used for cutting scrap-iron into shreds with as much ease as a lady severs her sewing thread with the scissors. His lordship appeared much interested in a machine used in boiler-making for bending plates of iron, and the method by which the radius to which the metal could be bent was changed at pleasure. Another process, which interested him greatly, was the grinding of the speculum of a telescope, and the insertion of a glass into a cast-iron frame, where the mere sucking of the air from the tube beneath it is sufficient to draw it into the necessary concave shape. The iron planing machine was also examined, and its principle explained. At Mr. Fairbairn's, no portion of the fittings of the tubular bridge remained, but his lordship took much interest in examining the drawings. The model of a girder-bridge, on the same principle, was shown. According to the *Manchester Spectator* a tubular bridge is now constructing on the Norfolk Railway.

FIRE-BRICKS FOR FURNACES.—The *Morning Chronicle* Commissioner, in his letter from Merthyr Tydvil, gives an account of a branch of industry carried on there, viz., the making of fire-bricks for lining the furnaces, and, indeed, for all other purposes where a material is required capable of withstanding intense and long continued heat. There are two substances, found in abundance in the coal and iron districts, which have the property of resisting, in a high degree, the action of fire: the one is termed "fire-clay"—a stratum of which is often overlaid by coal; the other is the "farewell rock"—a species of stone composed of quartz, blended together by a siliceous cement. Upon this rock repose the whole of the coal and iron-stone "measures." The bricks are used for lining the interior of the blast furnaces down to "the hearth," or receptacle of the fluid iron, which is always constructed of the stone. Experiments on bricks made of this fire-clay have satisfactorily shown that its capacity of resisting heat is fully equal to that of the better known and more generally used fire-bricks of Stourbridge. The manufacture of fire-bricks at these works is exclusively carried on by women, and a more humiliating and ungenial occupation for the sex is hardly to be found through the entire range of our industrial economy.

METROPOLITAN COMMISSION OF SEWERS.—At a general court on Friday in last week, the chairman, Lord Ebrington, expressed his regret, and that of the commission, that they should be obliged to get rid of some of their surveyors, but they felt it a duty to the ratepayers to reduce their establishment. The commissioners particularly regretted the necessity of parting with Messrs. Donaldson and Cresy. The names of the surveyors who have been retained are Mr. Phillips, Mr. Lovick, Mr. Gotto, Mr. J. Grant, Mr. Bazalgitte, and Mr. G. Roe.—Sir B. Hall, in Parliament, is to ask the chairman of the commission certain questions on this (Friday) evening.

PLANS FOR THE BUILDING FOR THE '51 EXHIBITION.—Between 220 and 230 plans have been received by the Commissioners. The committee met on Tuesday to begin the examination of them.

TENDERS

For the alterations of the Parish Church, Little Harrowden, and the New School, in the same parish; Mr. E. F. Law, architect.

	Church.	School.
Watkins	£736 10 0	£165 15 0
Hayes, Wilson, and Watts	743 18 0	425 15 0
Eaton	693 0 0	420 0 0
Berwick and Allen	680 0 0	410 0 0
Green	669 9 0	399 9 0
Lewis and Thompson	667 0 0	401 8 10
Broadbent and Hawley	619 0 0	411 0 0
Bennett and Son	590 0 0	376 0 0
Cosford and Fisher	546 0 0	393 0 0
Boddington and Wooner (accepted)	519 10 0	321 8 3
Abbott and Hodson	.....	483 5 6
Wallis and Wittering	.....	390 0 0

For Gothic piers, curb, and railing, exclusive of foundations, to enclose dress grounds at West Brompton for R. Gunter, Esq.; Messrs. Godwin, architects.

Perry and Son	£1,340 0 0
J. M. Turner	1,318 0 0
J. Glenn	1,150 0 0
J. Wilbraham	950 0 0
Cottam and Hallen	902 0 0
Grissell and Co.	896 0 0
A. Robertson	895 0 0
Knight and Son	780 0 0

MEETINGS OF SCIENTIFIC BODIES

To be held during the ensuing week.

TUESDAY, April 16.—Institution of Civil Engineers, 8 p.m.

WEDNESDAY, April 17.—Society of Arts, 8 p.m.

THURSDAY, April 18.—Royal Society, 8½ p.m.; Society of Antiquaries, 8 p.m.

FRIDAY, April 19.—Architectural Association, 8 p.m.

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